



Executive Summary

The California Department of Transportation (Caltrans) is enhancing the State's transportation planning process to respond to the challenges of climate change, population growth and economic prosperity. Similar to requirements for regional transportation plans under Senate Bill (SB) 375 (Steinberg 2008), SB 391 (Liu 2009) adds new requirements to the State's long-range transportation plan to meet California's climate change goals under Assembly Bill (AB) 32. SB 391 requires that the California Transportation Plan (CTP) identify the "statewide integrated multimodal transportation system" needed to reduce greenhouse gas (GHG) emissions from current levels by 2020, from current levels and 80-percent below the 1990 levels by 2050.

In response to SB 391, Caltrans is preparing a state level transportation blueprint focused on the State's role with regards to the interregional movement of people and goods. This interregional mobility is vital to California's economy, as well as the nation's economy, and significantly affects our quality of life. The California Interregional Blueprint will articulate the State's vision for an integrated, multimodal, interregional transportation system that complements regional transportation plans and land use visions.

Once fully developed, the California Interregional Blueprint will become the foundation for the next update to the California Transportation Plan, the CTP 2040. This document records our progress to date on this effort.

PURPOSE

Senate Bill 391

In identifying the statewide transportation system that will meet the State's climate change goals, SB 391 specifies that the CTP consider the use of alternative fuels, new vehicle technology, and tailpipe emission reductions, as well as the expansion of public transit, commuter rail, intercity rail, bicycling, and walking.

The legislation also requires that Caltrans submit an interim report to the California Transportation Commission (CTC) and selected legislative committees. This report is to include an assessment of how the implementation of the sustainable communities strategies (SCS) and alternative planning strategies (APS) prepared under SB 375 will influence the design of the statewide, integrated, multimodal transportation system. The first update of the CTP under this legislation must be completed by December 31, 2015 and every five years thereafter.

In response to SB 391, Caltrans is preparing a state level transportation blueprint focused on the State's role with regards to the interregional movement of people and goods.

Sustainable Planning

The California Interregional Blueprint will help Caltrans and regional agencies evaluate how well State and regional plans address the future demand for interregional

travel, while meeting goals for a sustainable transportation system. This evaluation will be conducted using robust data and modeling programs now under development. These tools, along with tools being developed under the California High-Speed Rail Authority's Vision California effort (see page 19), will increase our understanding of the interactions between land use and transportation investments, especially interactions related to GHG emissions. In addition, analysis prepared under the California Interregional Blueprint will help metropolitan planning organizations as they develop their SCS and, as needed, an APS (where the targets are not achievable) to respond to SB 375. As the regional agencies strive to create a sustainable regional system, the California Interregional Blueprint will provide a platform to unite these efforts with State efforts to create a sustainable transportation system that serves the entire State.

Caltrans introduced the California Interregional Blueprint to stakeholders for feedback and comments at regional workshops and webcasts held statewide this past February through April. They strongly support the California Interregional Blueprint, and see a role for themselves in this initiative.

Better Investments

An accurate understanding of regional plans in the context of State plans will allow for improved analysis and public engagement about interregional and statewide investments and policies. Caltrans and regional agencies can then better target funds, and select projects that address gaps, and connect and enhance existing state and regional strategies. In particular, analysis prepared for the California Interregional Blueprint will 1) help guide future State investments under the Interregional Transportation Improvement Program to address gaps, and 2) continue to encourage partnerships to complete these transportation improvements, promote economic development, and reduce GHG emissions.

The California Interregional Blueprint will be completed in two phases. The first phase includes the integration of

existing State modal transportation plans and programs, an analysis of how these plans relate to regional transportation and land use planning, and the completion of this progress report.

PHASE I: CALIFORNIA'S MULTIMODAL TRANSPORTATION SYSTEM: INTEGRATING STATEWIDE PLANS AND PROGRAMS

The California Interregional Blueprint will integrate proposed interregional highway, transit, intercity passenger rail, high-speed rail, goods movement, and other transportation system and strategic plans into a common framework for analysis in the context of regional plans.

Caltrans partnered with the University of California, Davis, Urban Land Use and Transportation Center (ULTRANS) to develop a narrative analysis as an initial baseline assessment of the relationship between current plans for the statewide transportation system and regional land use visions. This report focused on regional transportation plans and regional blueprint plans from the State's four largest metropolitan planning organizations and the eight metropolitan planning organizations working collaboratively in the San Joaquin Valley (for full discussion, see page 20).

The California Interregional Blueprint will also integrate the State's long-range plans with Caltrans-sponsored programs including:

- California Regional Blueprint Planning Program
- Smart Mobility Framework
- Complete Streets
- California Essential Habitat Connectivity Project
- Climate Action Program

In addition, the California Interregional Blueprint will integrate the latest technology to enhance our ability to manage the transportation system. Examples of this technology (see page 19) include:

- Real-Time Transit
- ICone

PHASE II: MEASURING THE PERFORMANCE OF THE CALIFORNIA INTERREGIONAL BLUEPRINT

The second phase will build on the initial analysis by using robust modeling and data programs, including a Statewide Travel Demand Model and a Statewide Freight Model. The final and most advanced tool will be the Statewide Integrated Transportation, Land Use, and Economic Model. Caltrans will use the Statewide Travel Demand Model, Statewide Freight Model, and the Statewide Integrated Land Use, and Economic Model to model and evaluate transportation investments and land use scenarios, and assess the impacts of transportation and land use decisions on GHG emissions.

KEY MILESTONES AND WORK PLAN

Over the next five years, Caltrans needs to reach the following key milestones to carry out the California Interregional Blueprint and comply with SB 391:

- Develop a statewide model framework, including the Statewide Travel Demand Model and the Statewide Freight Model by December 2012, and contingent on continued funding, the Statewide Integrated Transportation, Land Use, and Economic Model. These tools will forecast the interaction of transportation system investment and land use development.
- Complete, calibrate, and provide data to models that evaluate interregional transportation improvements, and model and evaluate impacts of transportation and land use decisions on GHG emissions.
- Submit an interim report to the CTC and the Legislature by December 31, 2012. This interim report will list the regional SCS and APS, and include an assessment of how their implementation would affect the design of the statewide, integrated, multimodal transportation system.
- Update the CTP by December 31, 2015, and every five years thereafter.

A work plan to further develop the California Interregional Blueprint leading to the CTP 2040 is included as an appendix to this report.